

advertisement that designs were to be sent in, and he would not believe me when I told him, that although the advertisements were only just issued, that the design had been approved, and the working drawings were then being made; and I named to him the architect who was to have the job. This eventually turned out to be the case. It is true that a very talented architect was selected. But if parties are put to the expense of sending in designs where it is already decided to select a particular person to carry out the works, and where these advertisements are only put in as a matter of form, it would be very desirable if some spirited architect thus jilted would try some method for making these building committees pay for their fun.

I am yours very truly,
Dorset-place, Dorset-square. H. B.

WESLEYAN CHAPEL, LIVERPOOL-ROAD.

[We think that we cannot "do justice" to Mr. Parkinson more effectually than by inserting his letter, which we have done *verbatim et litteratim*.]

SIR,—As the Architect employed by the Trustees of the Wesleyan Chapel Liverpool Road I beg to inform you that as a matter of course all the works have been and still are under my constant and most diligent superintendence. And your omission of my name among the persons present at the time of removing the gallery would never have been noticed by me had not numerous friends of mine expressed their disapprobation of such omission in the strongest terms. I beg further to say that did I suppose for one moment that such omission was invidiously intended to injure me, I would not have condescended to have noticed such paltry conduct on the part of any individual whether an Editor or any other person capable of offering such a contemptible insult, but as I am given to understand that the statement sent to you did ample justice to all parties concerned and to myself among the rest, I am inclined to think the omission was accidental and not intentional, under this impression I beg simply to state that when such a mode of removal was mentioned to me before the tenders were delivered my answer like that of any other Architect was that I could not object to give any one who might become the Contractor the full benefit of any ingenuity he or they might possess at the same time stating that he or they should be held responsible to the Trustees and myself to complete the works in every respect according to the true intent and meaning of the drawings and specification, which I am happy to say has been done to the very letter. I only now beg to observe that the whole operation was carried into effect under my personal superintendence as I was in duty bound to see that such an operation was performed in a manner not in any way to deteriorate from the soundness of the works. And in conclusion beg to state that I have never had occasion to trouble the press with any notices of works executed under my superintendence although the press has often borne testimonies of the most flattering kind to the operations which I have been engaged in, without my request or knowledge until I have seen the statements in print. Having stated thus much unwillingly but to satisfy friends, I leave you to do justice to the matter.

I remain Sir Your's Obediently

JOHN PARKINSON

P. S. I had no hand in framing the statement which was forwarded to you.

20 Rahere Street King Square

15 Sept. 1844

ZINC TEMPLATES.

SIR,—Having for a length of time taken in your valuable publication, I of course, with every other person in the trade, feel interested with all improvements connected therewith; and, also, that every one, whether inventor or improver, should have his merit of praise, and no more. In your last week's *BUILDER* I see, is an article copied from the *Times* newspaper on the new Houses of Parliament, amongst other statements, how greatly the constructive profession is indebted to Mr. Allen for his improvements, in introducing zinc plates or moulds, in lieu of the old wooden templates; for the other improvements I can say nothing, not having seen them, but for the one I have mentioned, I beg to say, that Mr. Allen has

not the least claim to it, it being upwards of twenty years since I saw it in common use in the north of England, with two pieces of wood cut in the form I have shown below, and a screw-bolt through one of the projecting pieces, which piece is made so as to move to suit the thickness of the stone; these fasten the mould securely, whilst the mason is "cutting it in," which is a term generally used amongst the craft. Should you think this worthy of a place in your publication, you will much oblige

A MECHANIC.

Tonbridge, Sept. 16th.



PRICES OF LATH WOOD.

SIR,—In your list of prices I find quoted Memel lathwood per fm. 12s; will you do me the favour to say where I can get some at that price; for although the greatest reduction in the duties occurred on the article of lathwood, yet it is now dearer than before the duties were taken off. I presume the above quotation is for 8 feet.

M. L. B.

Miscellaneous.

THE SURFACE OF THE CITY OF LONDON.—During excavations for the sewers in different parts of the city, information has been gained relative to the depth of artificial ground above the natural surface. The following is the very curious statement relating thereto made by Mr. R. Kelsey in evidence before the "Commissioners for inquiring into the state of large towns and populous districts."—"Thickness of made ground at Paul's-wharf up to St. Paul's Churchyard, 9 feet to 12 feet; Watling-street, 11 feet to 12 feet 6 inches; Bread-street, 17 feet 6 inches; Cheapside, the natural earth was not reached—the cutting varied from 14 feet to 23 feet; Gracechurch-street, 14 feet to 18 feet; King William-street, 12 feet to 17 feet 6 inches; Princes-street, 10 feet to 33 feet 6 inches; Moorgate-street, 16 feet 6 inches to 21 feet 6 inches; Fenchurch-street, 15 feet 6 inches to 17 feet 10 inches; Bishopsgate Within, 9 feet 6 inches to 16 feet; Fish-street-hill, 5 feet 6 inches to 18 feet 10 inches; Eastcheap, 12 feet to 15 feet; Redcross-street, 7 feet to 9 feet; Barbican, 10 feet to 13 feet; Cannon-street, 9 feet throughout; Rosemary-lane, 8 feet to 12 feet; Water-lane, Fleet-street, 5 feet to 9 feet; Cateaton-street and Lad-lane, 12 feet to 14 feet 2 inches; streets in Cloth-fair, 4 feet 6 inches to 12 feet 6 inches; streets in St. Ann's, Blackfriars, 4 feet to 13 feet 3 inches. The plinth of Temple-bar is buried in accumulation. The east end of Newgate-street was lowered about 12 inches, when the present Post-office was built. London-wall has in part been raised above 2 feet within the last 25 years. The Pavement and Little Moorfields have been wholly re-arranged within the last 10 years. All the improvements from London-bridge to London-wall have largely altered the surface of the main line, and of the adjacent streets. The north side of what is termed Holborn-bridge, the north end of Farringdon-street, has been raised above 2 feet. Such occurrences as these are distinctly noticeable in some way, but the insensible alterations are equally great and curious; as, for instance, from levels taken in 1770 and 1842, it appears that in Bishopsgate-street without, at Bishopsgate-churchyard, the surface has risen 2 feet 2 inches in 72 years, but at Spital-square only 12 inches in the same time. The result of this examination is confirmed by the depths of the sewers, as originally built, and as they now measure.

PAPER TO RESIST HUMIDITY.—This process, which is due to M. Engle, consists in plunging unsized paper once or twice into a clear solution of mastic in oil of turpentine, and drying it by a gentle heat. The paper, without becoming transparent, has all the properties of writing-paper, and may be used for the same purposes. It is especially recommended for passports, workmen's books, legal papers, &c. When preserved for years it is free from injury, either by humidity, mice, or insects. It is further added that a solution of caoutchouc will produce even a still better effect.—*Kunst und Gewerbe-Blatte*.

THE BUILDING MANIA.—Foreigners who arrive in London are struck by the immense speculations in building which now give life and activity to the metropolis and its environs. Every district presents a picture not unlike Virgil's description of Carthage. The workmen extend their walls, raise houses, pushing along unwieldy stones or massy timber. Some mark out the ground for building. Others carry bricks and mortar. They all toil like bees. There is no part much more animated by this movement than Lambeth. The prodigious increase of houses is really astonishing. It appears by Parliamentary papers that within 90 years of the last century there was only an increase of 5,600 houses. From 1790 to 1800 the total number of houses within the parish have been doubled. In 1822 the number was about 14,000. The increase since that period is almost incalculable. Kennington-common, Stockwell, Brixton, South Lambeth, Wandsworth-road, Vauxhall, and the more remote parts of the parish, are formed into streets and rows of first, second, and third-rate buildings. Several squares have been formed and churches erected. Much taste is displayed in the architectural style of the suburban villas and cottages; but amidst this mass of buildings which strike the eye in almost every direction, hundreds of houses remain unoccupied. How so many private residences can find occupants is a question not easily solved. A vast amount of capital has been expended by persons who have drawn their money from the funds in the expectation of getting better interest for it in these building speculations; but the general opinion is, that a considerable portion of the new speculations will produce little return to the capitalist. According to the calculation of those who watch the increase of our metropolitan population, the houses already built are more than enough for the inhabitants of Lambeth, Wandsworth, and Camberwell for the next 20 years.—*Globe*.

THE CATHOLIC CHAPEL AT CLEWER.—Considerable alterations are now in progress at the Roman Catholic chapel at Clewer (which is situated about a mile and a half from the Castle), for the accommodation of the King of the French and suite, upon the arrival of his Majesty at Windsor, upon a visit to the Queen in the early part of next month. A new wing, the brick-work of which is completed, has been added to the north side of the chapel, and an opening, by means of an arched window, made into the interior of the edifice, close to the altar and opposite to the pulpit. This apartment (or tribune), which is intended for the use of the King and his suite, will be completed, and appropriately furnished before his Majesty's arrival. This addition to the only place of Roman worship within several miles of Windsor will be a very great convenience and accommodation to those royal and distinguished Catholic families who occasionally visit her Majesty and the Prince Consort at Windsor Castle. The tribune, which is upwards of fifteen feet square, will contain, comfortably, during the performance of mass, from twenty to thirty persons.

NEW POLICE COURT.—Within the last few days orders have been issued for the speedy erection of a new Police Court, at Kentish Town, in a position where it will afford facilities for the inhabitants of those daily increasing localities, Hampstead and Highgate. It is stated that the new court will not only comprise the places already named, but also Finchley, and the populous districts of Camden and Kentish Towns, Holloway, and the entire of the S division, which extends to Barnet.

A cement which gradually indurates to a stony consistence may be made by mixing twenty parts of clean river sand, two of litharge, and one of quicklime into a thin putty with linseed oil. The quicklime may be replaced with litharge. When this cement is applied to mend broken pieces of stone, as steps of stairs, it acquires after some time a stony hardness. A similar composition has been applied to coat our brick walls under the name of mastic.—*Dr. Ure*.

BERWICK CASTLE.—That venerable and interesting monument of antiquity the ancient castle of Berwick is to be levelled with the ground, in order to allow space for the terminus of the railway forming between that town and Edinburgh.